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OPTIMAL SELECTION OF INPUT TORQUE WITH STABILITY OF
POWER FLOW FOR A HYBRID ELECTRIC VEHICLE

ABSTRACT OF THE DISCLOSURE

An preferred input torque for a hybrid powertrain is determined within a solution space of feasible input torques in accordance with a plurality of powertrain system constraints that results in a minimum overall powertrain system loss. Aggregate powertrain system losses are calculated at feasible
5 input torques and a solution for the input torque corresponding to the minimum aggregate powertrain system loss is converged upon to determine the preferred input torque.